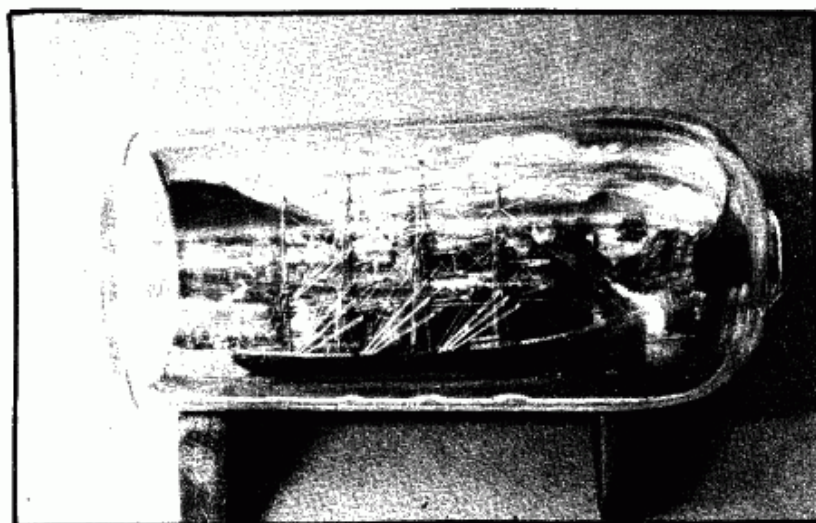




1987  
No.5  
Vol.2

JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA



SUNBEAM - 1902



THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

COPYRIGHT 1987, by the Ships-In-Bottles Association of America. All rights reserved. No part of this manuscript may be reproduced or utilized in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For membership application, please write the Membership Chairman - Steve Hahn, 252 Poskus St., Stoughton, MA 02072, USA. Annual dues are \$12.00 for both North American and overseas members.

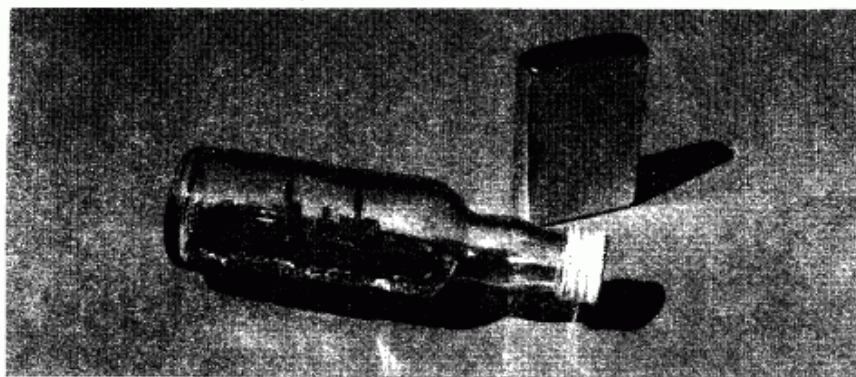
ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 33 Mystic Ave., Tewksbury, MA. 01876, USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission is the second month of each quarter.

Jack Hinkley, President  
Alex Bellinger, Editor  
Don Hubbard, Assistant Editor  
Steven Hahn, Treasurer and Membership  
Saul Bobroff, Technical Operations

IF THIS BOX IS MARKED YOUR \$12.00 DUES ARE NOW DUE

+++++  
+ +  
+ +  
+ +  
+++++

SEND TO S.I.B.A.A., 33 MYSTIC AVE., TEWKSBURY, MA. 01876



ABOVE - One of Charlie Hand's minatures, this one of the U.S.S. ORION. See article, pgs. 9-10.

COVER PHOTOGRAPH - A Mystery Ship in a Bottle, owned by Mrs. Keith Mills, Wenatchee, Wash. See article. pg. 4

# The Bottle Shipwright

Volume 5, Number 2

## TABLE OF CONTENTS

|   |            |
|---|------------|
| FROM THE PRESIDENT.....   | 2          |
| EDITOR'S NOTES.....   | 3          |
| SHIP IN BOTTLE MYSTERY.....                                     | 4          |
| A SPANISH CHEBECK, by Robert Emory.....                         | 5-6        |
| THE WHITE SWAN, by Jim Beckman.....                             | 6-9        |
| FROM CHARLES HAND'S WORKSHOP, correspondence from C.A.Hand..... | 9-10       |
| THE PHILIPS INNOVATOR, PART II, by Max Haeyan.....              | 10-13      |
| A RESEARCH PROJECT...,by Bill Krell.....                        | 13-16      |
| SEEK AND YE SHALL FIND, by Hans de Haan.....                    | 17-18      |
| MAKING MAST HOOPS, George Perry Hoskin.....                     | 19         |
| FROM THE MEMBERS.....   | 20         |
| HELP WANTED .....   | 21         |
| TUGBOATS by Glenn Braun.....                                    | Back Cover |

## NOTICES ON SHOWS AND EVENTS

The Cape Ann Ship Model Club was unable to hold their scheduled Ship Model Show this past month due to problems with their planned site. This has been rescheduled for September 12th. More information to follow. To register, send \$1.00 and a SASE to Awards Committee, % Anthony J. Bertolino, 132 Bass Ave., Gloucester, MA 01930.

## ☆☆☆ 1987 CONFERENCE of THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA ☆☆☆

We are at a go-ahead stage on this now. The Charleston Navy Yard has granted us a permit to meet at the Hull Room on October 24th and 25th. Replies to my mailing from last month are still coming in, and I'm very impressed with the enthusiasm expressed in these. It's clear we'll have a lively gathering here. I'm also grateful to those of you who took the trouble to respond even though you would not be able to join us. The number of responses received will determine the feasibility of planning a Friday evening reception and Saturday night banquet. If there are too few replies, plans for these activities will have to be scrapped. In answer to a few questions:

- Yes, wives are invited, by all means.
- Sorry, I can't be more specific on costs until we get a clearer idea how large the group will be. Obviously, the more of us there are, the less expensive for everyone.
- Answering the questions on the bottom of my letter of May 5th does not commit you to any functions or plans for accommodations. This information was only requested to get a better idea where we stood.

The actual registration form will be mailed next month. By then, information on the agenda, as well as costs, should be definite. Confirmation has come in from all speakers, all that's needed now is sorting out topics a little to be sure of a varied and interesting program.

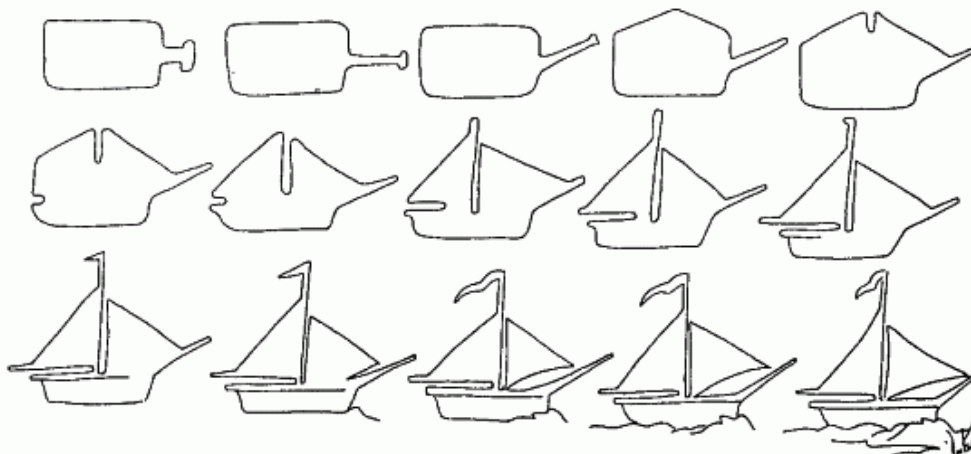


FROM THE PRESIDENT

MYSTERY SHIP - Down through the ages sea stories have produced a variety of "mystery" ships about which there were many things that could never be explained. Our Association now has it's own mystery ship which is shown on the front cover of this issue.. THE BOTTLE SHIPWRIGHT staff was sought out asked for help in unraveling the story of a bottleship, a beautiful girl and the initials FDR. Our first attempt at solving the mystery was unsuccessful but we are continuing in our efforts to uncover the answer. What has happened is that someone has seriously asked the Association for help because they feel we have the "know how" to do more than put little ships into bottles. Make you feel good? Me too! And we'll do our best to come up with the answer.

It is with a great deal of pleasure that we welcome back aboard Don Hubbard, who will be Assistant Editor, working with Alex. Other staff changes will see the Membership function move from Robin Harris Freeman in Harrisburg, PA to Steve Hahn in Stoughton, MA, who will be taking this on along with the Treasury. Our heartfelt thanks go out to Robin for all of the fine work she has done for the Association.

And once again, WELCOME ABOARD to all you new members!



George Pinter  
Halifax, Mass.

EDITOR'S NOTES

I would like to join Jack in expressing my sincere thanks to Don, our Association's founder, for his return to the roster of BOTTLE SHIPWRIGHT and to Robin, "our lady of the bottle", not only for her support of the Association over the years, but for her help to me in the first year of editing here. No time would be inappropriate to add thanks to Steve and Saul, whose assistance gets each issue printed, stapled and in the mail each quarter.

Many of you may wonder at my continuing to use the bulk rate after the fiasco with the last issue. Obviously, this means of mailing leads to a much longer delivery time, but the major delay with the last issue was getting it ready for the press. The alternative, using first class, will cost another \$100 each issue and undoubtedly more as the postage rates go up. This means either shorter issues, a change from our current magazine format or a rise in membership dues. None of these are possibilities I want to consider at this time. Instead, I'd rather get around the delay by writing a little faster. However, if the delay continues to be severe, or if issues go lost, we'll have to turn to more dependable mailing, one way or another.

You'll see a return of cartoons in this issue. To those of you who'd rather see the space better dedicated, my apologies, but I thought these were too good to resist. We are, of course, the most serious organization of ships in bottles in America, but there's also such a thing as being too serious!

No specific article on the history of ships in bottles is in this issue, but the dedicated research by Bill Westervelt in Maryland and Bob de Jongste in Holland continues. If you have any information to contribute to this research, please direct it to their attention. The knowledge of an old model, perhaps some early bottling techniques, even an old story may help them fill in the picture.



Max Haeyen, Eindhoven, Holland

You know, I always mean to leave a little room at the bottom of this page for a picture, drawing or photograph, and this time I intend to shut up and do so! My thanks to this issue's contributors, and hopes all of you will enjoy their articles as much as I have.

Good Bottling,

*Alap*

=====

### A SHIP IN BOTTLE MYSTERY

Last fall, Mrs. Barbara Roddy of Wenatchee, Washington, wrote to her local library with a ship in a bottle question. Not being able to answer it themselves, they referred her to our Association, giving her Don Hubbard's and Jack Hinkley's names, but only Don's address. After a bit of mix up with the mail, her letter finally reached Jack in Pennsylvania.

Her question concerned an old ship in a bottle her neighbor, Mrs. Keith Mills, had found. The model, pictured on the cover of this issue, contained a note inside the bottle which read, "Merry Christmas to Annie Calhoun - F.D.R. 1902". The question is obvious: could this be the work of the great 32nd President of the United States?

Jack immediately went into action. He contacted the FDR Library in Hyde Park, New York in search of further information. Was there any record of FDR building ships in bottles and could there have been an Annie Calhoun in the Roosevelt household? An interested and helpful librarian there said she would investigate and get back to him. She returned his call later that day. Unfortunately, no record of Annie Calhoun or FDR building ships in bottles came to light in the Research Office there. A further discouraging thought was the date. In 1902 FDR was twenty and attending Harvard. It seems unlikely he would have been building ships in bottles during his college years.

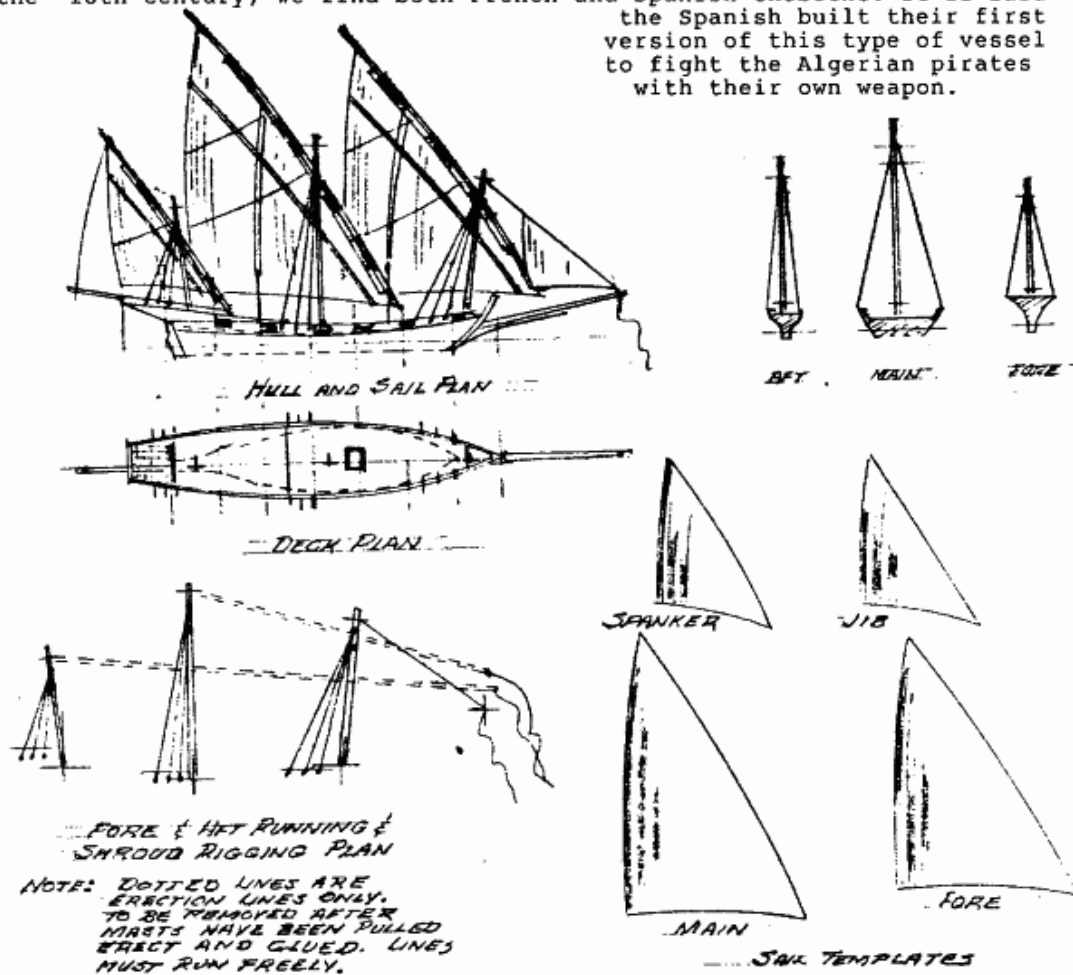
However, there are ship models at the library that FDR did build, as he and a number of his friends had taken courses in model making at one time or another. There are also some ships in bottles there without any indication of who made them. His attendance at Harvard does not necessarily rule out the possibility of some time spent model making. The late Earnest Dodge, a former director of the Peabody Museum of Salem, made ship models as a Harvard student to sell for a bit of extra pocket money. The late Sherman Holcomb, a maritime associate at the Peabody, also did this as a Yale student, and specifically made ships in bottles. Although both men were students at a later time than FDR's college days, this does show that college students once did find time for a bit of model making along with their studies.

Jack has also written to other members of the Roosevelt family for information with little luck so far. Photographs of the model and the note, from negatives kindly lent by Mrs. Roddy, have been sent to the helpful librarian at the FDR Library with the hope a handwriting comparison will shed further light. If any of you can provide any other information, please contact Jack at 403 Amherst Drive, Coraopolis, PA 15108.

Whether by FDR or not, this turn of the century model is a fine example of ship in bottle building. The well detailed background has been painted by a master hand. The model itself shows the craftsman knew his ships and rigging well. With her strong sheer, long quarterdeck and railings, she is clearly an American built vessel and probably of wood, like a good sized downeaster. The rig is unusual. Americans built few 4 masted barks (called "shipentines") and this fine old girl's name (SUNBEAM is on the flag at the mizzen peak) does not appear among those listed in Edward Bowness' Four Masted Bark.

A SPANISH CHEBECK  
by Robert Emory  
La Habre, California

The origin of the Chebeck is obscure. It is known the pirates of the Barbary States used the Chebeck during the 17th Century, and in the 18th Century, we find both French and Spanish Chebecks. It is said the Spanish built their first version of this type of vessel to fight the Algerian pirates with their own weapon.



My version of the Chebeck is simple and straightforward. It is made in two pieces, the hull being one and the after deck areas being the other. This makes carving and forming the deck areas easier. The masts, sail booms, sails and rigging are self explanatory. The one thing to remember are the erection lines to the masts, which are removed after erection for the "main" and "mizzen". The sails are made from the



ribbed edges of well worn, well washed hankerchiefs, and colored as indicated on the plans.

Color Scheme: Hull, white below the waterline, natural to the deck line, red to the bulwarks. First aft panel red, next panel blue and the upper panel red. Masts natural, booms alternately natural and white. Bowsprit side boards blue.

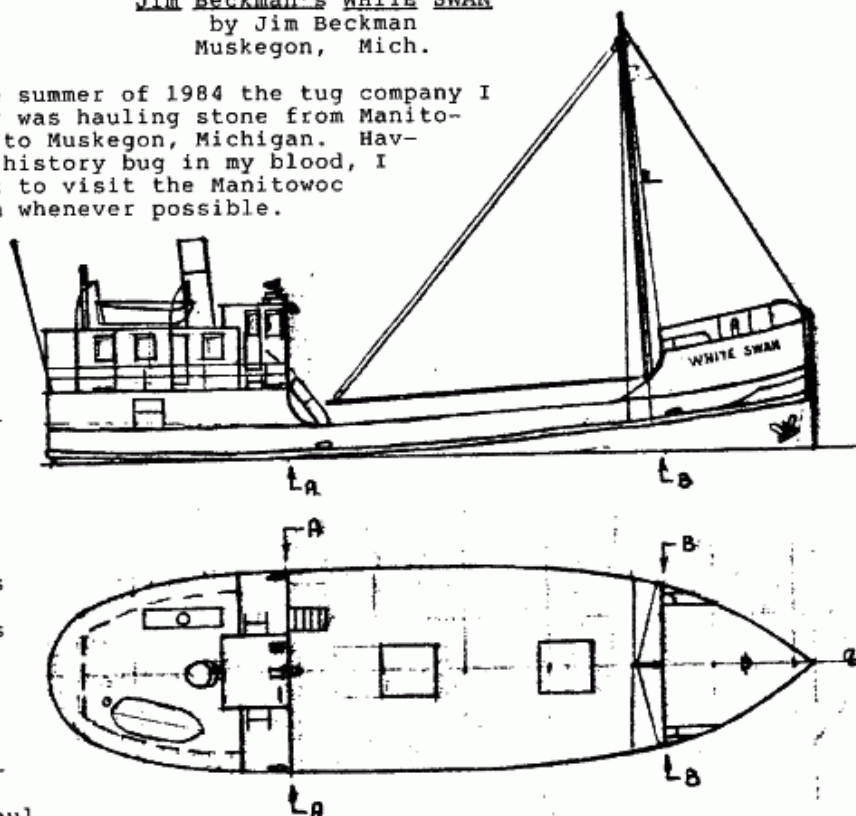
The Chebecks were colorful, and by referring to various reference sources, color schemes can be readily understood. My Chebeck was adapted and designed from one in Bjorn Landstrom's THE SHIP.

Jim Beckman's WHITE SWAN  
by Jim Beckman  
Muskegon, Mich.

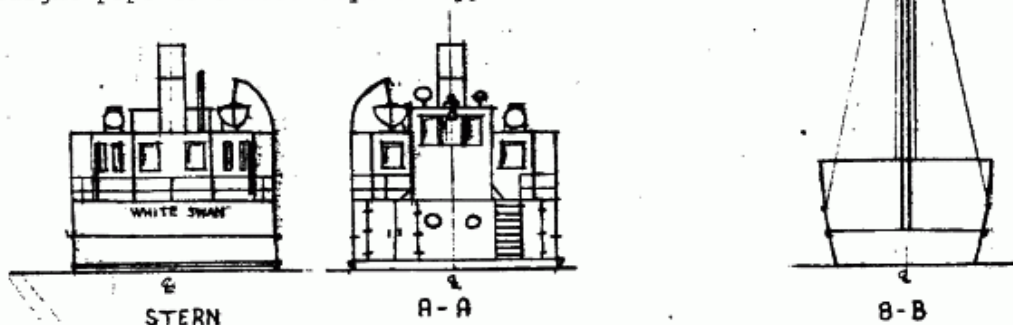
During the summer of 1984 the tug company I was working for was hauling stone from Manitowoc, Wisconsin to Muskegon, Michigan. Having a shipping history bug in my blood, I make it a point to visit the Manitowoc Maritime Museum whenever possible.

This is an excellent museum with good displays. After one of these trips I was talking to our captain, Dick Lyons, and trying to explain to him about a small ship known as the WHITE SWAN. Little did I know that I was talking to one of WHITE SWAN's former owners.

The WHITE SWAN was built in 1923 by Burger Boats of Manitowoc to haul flour for Oriental Mills. She was 93' long, 24' in beam and had 9' draft aft. She was powered by a 100 horsepower 4 cylinder Kahlenberg engine.



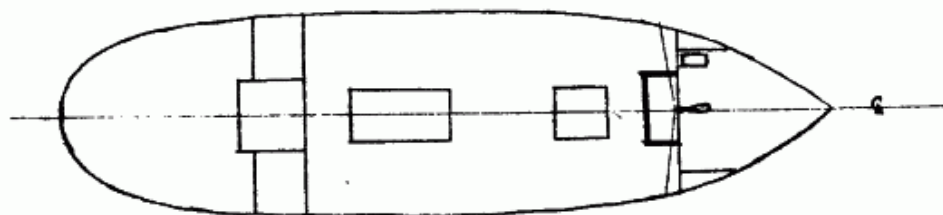
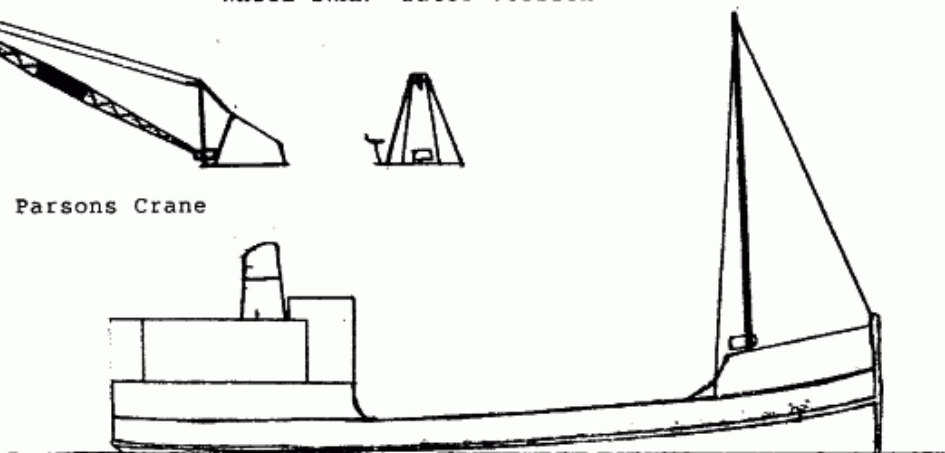
Captain Lyons bought the SWAN in 1946. Shortly after this, he removed the topmast and began hauling logs. In 1948 the mast was moved forward to allow a parsons crane to be installed on the deck forward of the #1 hatch. At this time the after hatch was increased in size from 8' X 8' to 8' X 16' to make it easier to move logs below deck. Also about this time the stack was changed from a straight pipe to a more stylish type.



WHITE SWAN -later version



Parsons Crane



~~~~~

The fir deck was not holding up well to the logs and was being badly gouged. In 1949 a black top with a high sand content was applied to the main deck. Aft of the main deck the bulkhead had removable panels to allow access to the machinery for repairs, and for cargo stowage.

True to her name, WHITE SWAN was predominately white. The decks were canvas with dark gray paint. The stack was white with a black smoke band. The mast was buff colored. She had a green rail cap with a green stripe just below. The bulwarks were white with a black rub rail, white boot top and black boot, or bottom. The cabins and pilot house were white with red framing around the windows and doors. Hand rails, skylight, watertank and the lifeboat were all white. The hatch coamings, inside bulwarks and removable bulkhead aft were all dark gray and the parsons crane was black.

The pilot house sported a three note horn for a while. This was later removed and replaced by a single horn. A radio direction finder was located on the starboard side of the pilot house and a searchlight was to port. The red and green running lights were fixed forward with black shields. Next to the port running light there was a small fuel tank for the parsons crane. There was a white light on the guy wires part way up the mast and another fixed aft.

The bottle I chose for this project required cutting the hull in half down the centerline. Not having done a two part hull before, I had to do some thinking about where to cut and how to piece things together. The pilot house, cabin, stack, lifeboat, crane and mast all went in separately. The hull, cabin, pilot house and crane all had dowels to help in reassembling inside the bottle. The hand rails and R.D.F. were made from copper wire glued together with super glue and painted white. Part of the crane was tucked out of sight under the forward deck, so I did not make the engine for this.

I built both versions of the WHITE SWAN. The first showed her at a loading dock, with the parsons crane. I found wild dry grasses that made good logs when cut to size. In any logging operation there is always some loose bark around. Some ground up dry grass, sprinkled on the deck while the paint was still wet, to hold it there, worked out well. The end product was quite nice and the captain was pleased.

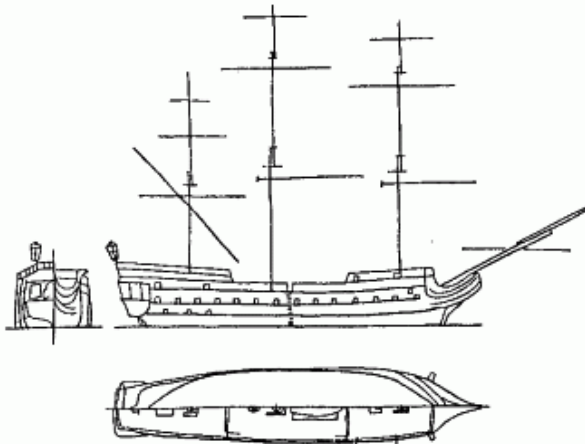
He and his wife, Rosemary, requested a second version, showing WHITE SWAN as she looked when the captain first bought her. This is how my drawing represents her. As an added detail, I carved and painted crew members for the decks of this version. These were about 5/16" tall. A razor was used to do the cutting and they were painted with a toothpick.

In 1951 Captain Lyons sold the WHITE SWAN. Her new owners replaced the parsons crane with a Insley model. During the fall of 1951 she grounded on upper Lake Michigan and was lost. She was not a one of a kind vessel. I have seen photographs of a few similar types, but since they are small and usually well off the big shipping lanes, not much is known of them.

FROM CHARLES HAND'S WORKSHOP  
by Charles A. Hand  
Charleston, SC

I have been working on a model of the BOH HOMME RICHARD and SERAPIS for a bottle together (really a 1/2 gallon jug - with a bit wider mouth than usual). The research has been interesting, as I have

found three different figures for the number of guns for the BON HOMME RICHARD. The plans I worked from are an old set, a blueprint from "Boucher Playthings Mfg. Corp." at a scale of 1/8" = 1" and dated 1933. I reduced it to bottle size by making what I call a "stick drawing", which has the correct lines for masts, booms, yards, etc. As the photos testify, there can be some problems with two ships in a single bottle.



Tips:

1. 12" X 17" drafting board, 1/2 painted flat black, the other half painted flat white and attached to the work bench with a C-clamp. Easy on the eyes and projects out from the work bench so you can rest your forearms on the sides (I need all the help I can get).

2. A good model making square can be made by gluing a piece from a tongue depressor to a hardware store type L-bracket.

3. Mast rack made by glueing 3 popsicle sticks together in the shape of " ]". Handy for painting painting tips (and leaving them in to dry) and for just keeping organized.

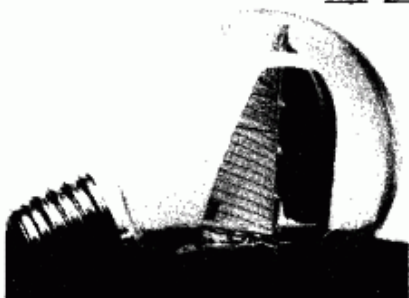
4. When you don't have plans, use an illustration from a ship model catalog. This is one of the MAYFLOWER, from a Model Expo catalog. I hope to get it in the bottle (center, rear) before too long.



Two more answers to the question, "How do you put a ship in a bottle?": 1. "Very carefully!", 2. "There is a trick to it, but it is tricky!"

#### The PHILIPS INNOVATOR, Part II

by Max Haeyan  
Eindhoven, Holland



Modeling the PHILIPS INNOVATOR, as described earlier in this periodical (see Bottle Shipwright 2-86), attracted the attention of this racer's sponsor for the now completed Whitbread Race around the world. The PHILIPS INNOVATOR came in second place.



unexpected problems and adverse winds. In this article, I hope to tell you the story and some of the unusual techniques to make 100 hulls, 100 masts, sails, beams, etc.

I tried to avoid making it look too much like an industrial product, but it was essential to make a compromise between the wish to create a hand-made model and the necessary demands from making so many in such a short period of time.



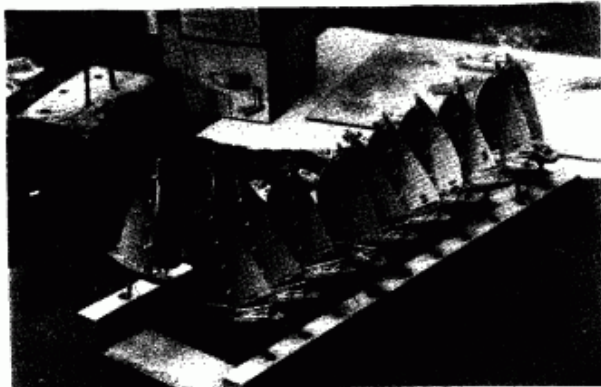
Philips invited me to a meeting to show my bottled model. This meeting resulted in a demand to build 100 models for them, to be used as representation gifts. A wonderful surprise and a dream come true for a model maker. However, this dream had all the chances of becoming a nightmare - I had only six weeks to build them.

After a long (hot) weekend of feverish activity deliberating and calculating I saw enough possibilities to accept the challenge. Then I made my specified quotation of design and price.

I got the contract and six weeks later, six weeks of very hard work ("leisure time"), with some help from a friend and my two grown up daughters, the job was done. Without any experience in such "mass production", we had to face

The work started with a complete new design of the model. It had to be a light bulb model now. If you know what the sponsor makes in their business, you can imagine the reason! A globe bulb with a diameter of 130 mm and a neck opening of 40 mm worked out best. These dimensions corresponded to those of a laboratory vessel, which was used instead of actual





light bulbs. That was the only way to get glass of good quality and thickness (2-3mm). The neck opening was fairly big, but the overall proportions were well balanced and we could use a non standard lamp fitting (40 mm instead of 27 mm). This was for safety considerations and last, but not least, the larger opening made getting the big spinnaker in much easier!

Along with my instructions for some special adaptations, I ordered these bulbs from a glass works shop specializing in laboratory vessels and supplies. To add a margin of safety, not knowing how each model would turn out, 110 were ordered. It was an expensive purchase but very satisfying. The delivery time was two weeks for the first 50 pieces. The lamp fittings were gratuitous, placed at our disposal from the sponsor.



Other parts I could not make myself were the firm's emblem on the spinnaker and the words PHILIPS INNOVATOR. The vessel name had to be in white letters 2mm high and go on both sides of the hull. Both the emblem and letters had to be of a certain type and clearly readable.



After drawing these out at a scale of 10:1 I had them photographically reduced. I took the negatives and prints to a silk screen shop. The text for the hull was printed in white letters on a transparent self adhesive sheet 200 times. All I had to do was cut each out and apply it to the painted sides of the hull.

The spinnaker emblem and other decorations were directly silk screened onto the blue sheet of portfolio plastic (PVC) that was used to make the spinnakers. While it had to be printed on while the sheet was still flat, the drawing had to be distorted slightly so the printed picture would look correct after the plastic was curved and shaped to form the spinnaker. The distortion was determined by some experimental shaping with a drawn raster (lattice) on the sheet.

=====

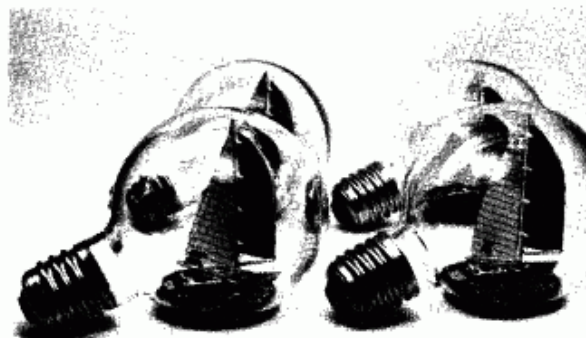
The photographs give some idea of the different steps of the production.

In a following article, I hope to tell you in detail more about the techniques I used, including:

- Die casting the hull, mast and boom of lead-tin alloy in silicon rubber molds. It is a very simple and useful, which you can do on the kitchen table.

- Vacuum forming the sea and sails from a heated PVC sheet. The principle is the same as described in the earlier article in this magazine.

To be continued. . . . .



=====

A RESEARCH PROJECT...

by Bill Krell

Grosse Point Woods, Michigan

I am a boat bottler who specializes in building only boats that have sailed the Great Lakes. Recently I constructed a boat that was built nearby, the MASSASOIT, built as the JESSE LINN at Gibraltar, Michigan in 1874. When it was completed I felt it would look a little plain by itself so I decided to build a background in the bottle for her. I had never done this before, and wanted to get a sketch of some typical shoreline in that era.

I tried a number of sources for sketches, maps or anything that could be used to develop such a diorama for a background. I failed until I had a chat with Frank Crevier, an artist/historian who suggested I consider the swing ferry that operated between Port Huron and Sarnia, Ontario, serving railway traffic across the St. Clair River. He provided me with a copy of an illustration that showed the boat.

~~~~~

This turned out to be a tougher project than the one I had originally considered. It seems no one had ever heard of a swing ferry before. The Detroit Museum insisted that while they had heard rumors of it, they were sure it never actually existed. If you look at a map, you can see the St. Clair River is a major inland waterway, connecting the bottom of Lake Huron to Lake St. Clair, Lake Erie and on to the East Coast. Traffic would have been heavy and the swing ferry would have been an obstacle, so they did have a point. It has taken a lot of time to run this down, but by chasing every suggested reference in three libraries and two countries, I began to find the story of the swing ferry.

An article in the Detroit Free Press of October 14, 1859, announced the attempted launch of the swing ferry at Windsor, Ontario, just across the border from Detroit. The Ferry was christened the HURON and was 226' long, 54' in breadth and was fitted with three railway tracks. Eureka, this was it! The problem I have with history is I am easily diverted. At that time and in that issue, The Free Press listed the name and address of everyone who had ever stayed in a hotel in Detroit! One was from as far away as Ann Arbor, at least 30 miles away! Can you imagine the domestic problems this would create today? And think of all those salesmen trying to earn a few honest dollars on an expense account by staying with friends. Another article was about a nasty dog and a felon captured in Cumberland, Maryland, 34 years after being convicted of murder. He made the mistake of returning home, thinking his crime had been forgotten. The writing style used at this time was expressive; as a result of my enthusiasm for this type of prose, I am known at work as "a seasoned veteran of ripe experience".

The next day's issue of the Free Press noted, among other things, Kansas has applied for admission to the Union. Oh yes, back to our project; the HURON was designed to move back and forth across the river by the force of the current, a chain being attached to the bank on the American side, and passing through a sheave on the center of the boat. By adjusting this chain at an angle to the current, sufficient motive power would be obtained through the force of the water. The current on the Canadian side is reversed, helping the ferry to dock there against the tracks. The chain provided for this purpose weighed something over 25,000 pounds. A small engine was provided to work the "sheave".

The boat hung on the ways but was finally successfully launched. "It was feared her partial suspension over the ways would injure her, but so strongly is she built that not the slightest injury was received.

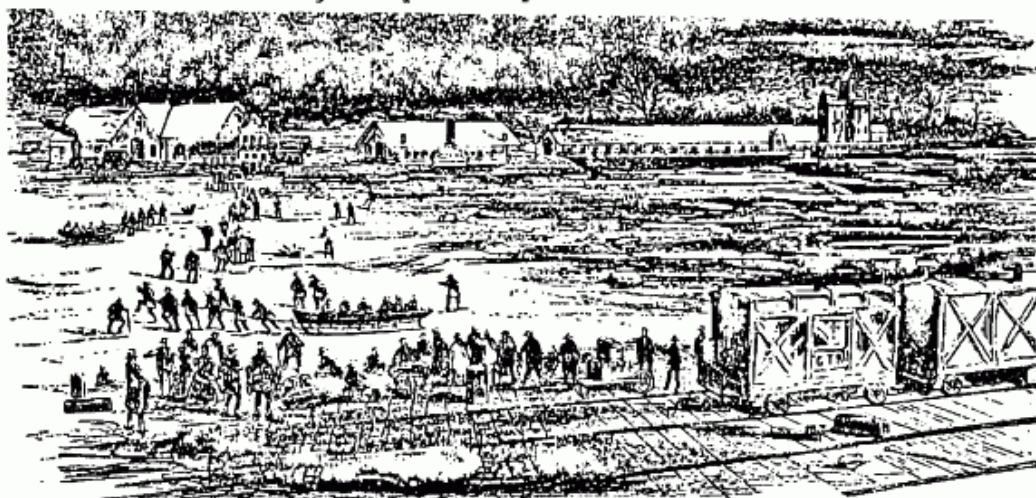
"Last evening the builders received the congratulations of their friends at Beeman's Hotel, where a bountiful collation was provided for the occasion."

The swing ferry was in constant service until about 1870. One day, while making a crossing from the American side, the ferry collided with an upbound steamer. The impact severed the cable and the ferry floated downstream, whirling giddily at the mercy of the eddies, until it was picked up near the mouth of the Black River,

about two miles downstream, by the schooner REINDEER.

This unique car ferry was said to be the only one of its' kind in the world until the Russians, more than twenty years later, built one similar to it for the Trans-Siberian Railway. The ferry itself served for many years in the Port Huron area, as the Wolverine Dry Dock.

The picture that started this all off was a reprint that first appeared in an illustrated newspaper in 1860. This illustration was to show sleds crossing the ice. This is a risky business, considering the 10 MPH current. Known as "the rapids", this part of the river rarely freezes. This illustration must be of a very rare occasion. It also shows the swing ferry tied up for the winter.

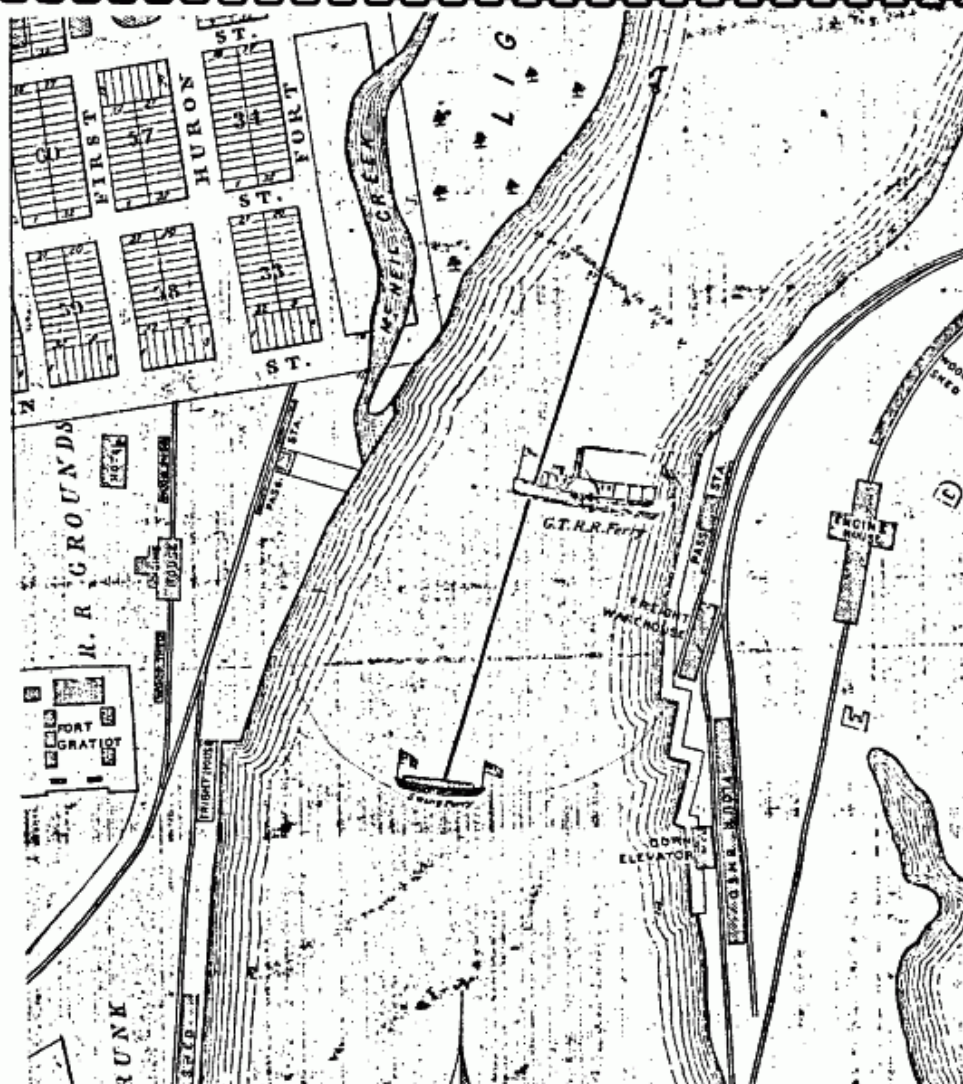


Drawing that appeared in "Frank Leslie's Illustrated Newspaper" in 1860. It shows the St. Clair River.

from the New Baltimore Voice, February 12, 1986

The exciting thing that makes you feel like a real detective is when you orient the picture to match a map done at the same time. The buildings can be identified and can be located accurately! And the swing ferry is located; it was a real boat! Boat bottlers get a high out of such simple things. The hobby becomes more than simply building a thing inside a bottle.

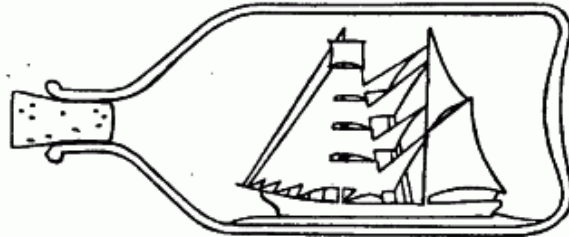
Looking at the map on the American side, you will note the RR passenger station. This is the same station Thomas Alva Edison worked out of as he hawked Detroit papers as a "butcher boy" on the passenger trains. The station is still in existence and is scheduled to be developed as a museum. About 10 acres around the station has been cleared out as a development that includes parks and a new "Edison Hotel". Across the river the long building designated as a flour shed still exists and was used up to the 1960s for loading freight. It is no longer in use although the wall in front of it is sometimes used for temporary docking and at times for storage of a retired lake freighter.



So here I am with a real dilemma: I want to stop bottling boats, but have a 1874 boat with without a background and I've got a beautiful story of the HURON to make a diorama, but don't have a boat to feature out in front of it. You see, the ferry ceased to operate in 1870 and my boat wasn't built until 1874. So the two can't be put together - it just wouldn't be accurate. So now I have a second dilemma. Since I seem to need a year or so of lead time, and then construction takes me another year, I don't know when I can stop this absurd hobby. Can anyone recommend a good psychiatrist?

"SEEK AND YE SHALL FIND"

How I Got My Start  
by Hans de Haan, Holland



My story starts in July 1979, when I was on vacation in Switzerland. In a bookshop I found a booklet entitled "Buddelschiff" written by our fellow member Jochen Binikowski. At the time Jochen was a stranger to me. And there I found it,

a hobby as beautiful, fascinating and unique as I'd ever wanted.

I started to build the little ship described in that book (see photo). It worked out and then I built another and another and another. . . each one better and more beautiful than the one before.

In January 1983 I was in Hamburg on business and I remembered the address, once given to me by a colleague, of a Mr. Binikowski. I called my wife for the exact address, went to look him up and made his acquaintance. There I discovered he was the same Mr. Binikowski of the "Buddelschiff" booklet. Later I sent him a letter with photos of some of my models. In reply, he asked me if he might borrow some of my models for his museum. Now three are on display there, just outside Hamburg.

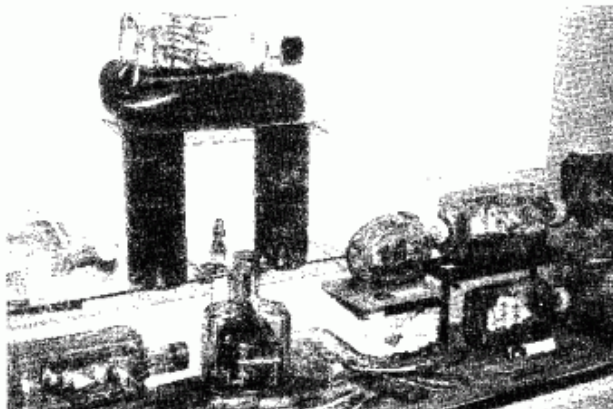


Still, I wondered if there were any associations of ship in bottle modelers. I was thinking of seeking contact through a hobby magazine when Jochen Binikowski passed my name and address on to the Japanese Association, who sent me an invitation to join their "1st Japanese International Ships in Bottles Exposition" in 1983.



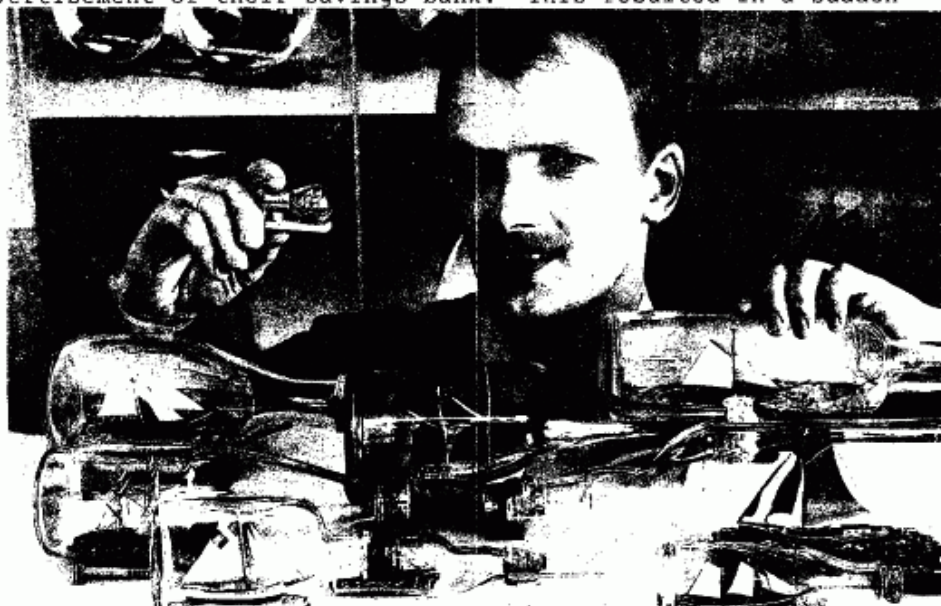
Through that exposition and the commemorative book I got acquainted with the European Association. Mr. Dunning, who had seen my models in the book, wrote to me. Since then, I am in the world of

"Ship in Bottlers" up to my neck. That neck belongs to HANS DE HAAN, aged 31 and helicopter mechanic by profession. Up to now I have built



23 models, collected several models and books on Ships in Bottles and filled four albums with pictures of models and all kinds of articles on our hobby. I have also been fortunate in being able to show my models and discuss our hobby on TV two times. The first time was in Feb. 1985 in a five minute live interview. The second time a camera crew was present on the day the Dutch members of the European Association met for the

first time (9/21/85). This meeting was arranged by the director of the "Veluwe Museum" in Harderwijk and me, and was followed by an exposition of ships in bottles which lasted two and a half months. The TV coverage was aired on October 2nd. Later that year I was invited to participate in an advertising promotion of the Dutch Postal Authorities. A picture of me and my models was published in an advertisement of their savings bank. This resulted in a sudden



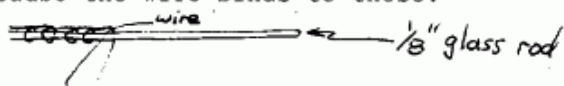
increase of the Dutch members of the European Association from four to twenty. After that, mainly thanks to the efforts of Bob de Jongste, the number has grown to over forty.

I am currently working on a model of the PREUSSEN for a three liter bottle.



MAKING MAST HOOPS  
by George Perry Hoskins,  
Silver Spring, Maryland

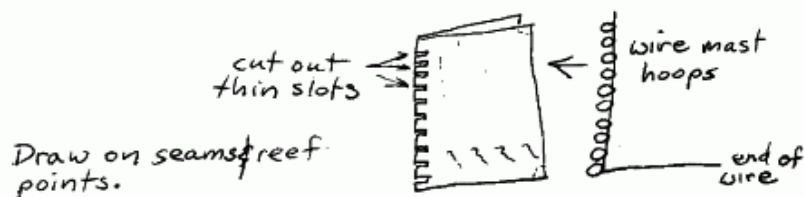
I use a fine copper wire, such as from car distributor wire bundles, looped around a glass rod - glass works better than wood or metal because the wire binds to these.



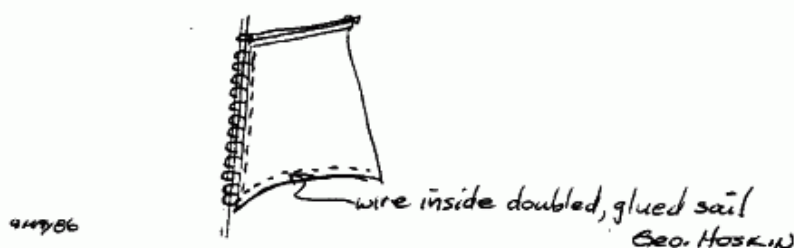
Weave wire along the rod with even spacing until enough hoops are made. Slide off the rod and give each loop a 180 degree twist.



Make the sail by folding paper with the fold along the mast edge and cut slots to align with the hoops. Remove very thin strips of paper to allow for the thickness of the wire.



Place the wire inside the sail with hoops protruding through the slots. Glue the sail together. For a free footed sail, bend the wire as shown and leave along the inside bottom edge so the sail can be given belly before putting the ship in the bottle.



I don't know if anyone else makes hoops this way. I can watch T.V. and make mast hoops while "preparing" a bottle for a ship!

FROM THE MEMBERS

Congratulations to AL DALY, who has recently started a Ships in Bottles class. Already 26 members of the Penna-Delaware Woodcarver's Assoc. have signed up. Photos are in from BILL JOHNSTON, the association's editor, but just too late for this issue.

Congratulations are also in order for JAMES HERR and LARRY GOECKRITZ, winners in the Columbia Maritime Museum Annual Ship Model Show this past month. James took first place and Larry won second and third.

News just in from FRANK SKURKA, who has just returned from travels all over the world. He just spent five weeks in China, teaching vocational software. On a stopover in Japan, he managed to reach JUZO OKADA briefly by phone, and through an interpreter, sent a message of friendship from us all to the ship bottlers of Japan.

BILL WESTERVELT is diligently continuing the pursuit of the history and origins of ships in bottles. He has written to 75 maritime museums, and has heard from about 25 of them so far. BOB DE JONGSTE, as noted in an earlier issue, has begun this campaign abroad.

JOHN BURDEN, the President of the European Association of Ships in Bottles, kindly managed to get a note out to us, in spite of a hectic schedule. His exhibit last year at the Exeter Maritime Museum went well enough to warrant another year, only for a longer period.

RALPH PRESTON, Winooski, VT, returns to Europe this summer to take up the lecture tour he'd cancelled last summer. He will be Denmark, West Germany and probably Sweden from May through July.

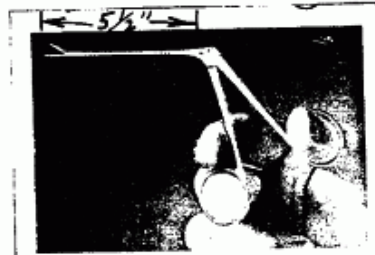
GIL CHARBONNEAU is working on his largest SIB yet, the JOSEPH CONRAD. The model is 7 1/2" high and over 11" long. The bottle now holds about 9 lbs. of ocean...."it's mind bottling!"

JACK HINKLEY, our Prez., has returned from a six week road trip through the States and Canada, with his wife, Dodie, who has recently retired. Truly a coast to coast trip, this included a visit to DON HUBBARD in California as well as a swing east here through Boston.



I am very pleased to say we are back in touch with the French Association of Ships in Bottles again, thanks to a note from their secretary, ARLETTE BULOT, who is also the wife of the editor. Our own Association started as a chapter of the French Association's some years ago, but they encountered some difficulties and contact was lost. Fortunately, they are in excellent shape now and their magazine, ROSE DES VENTS, is well worth seeing if you can read any French. They can be contacted at BATEAUX EN BOUTEILLES, 21 La Chataigneraie, 95630 Meriel, FRANCE.

# HELP OFFERED



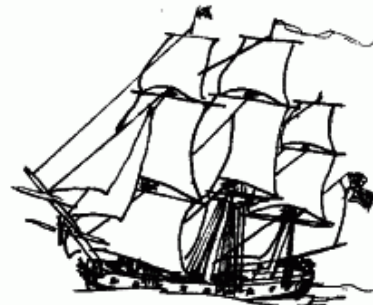
## CROCODILE ACTION EAR POLYPUS???

That's right. It's a brilliantly designed surgical instrument for removing foreign objects and performing surgery inside the ear. Unlike a hemostat only the "crocodile" jaws at the very end open. You can actually pass the end through a 1/8" hole and still open and close the jaws! An extremely versatile tool for placement and retrieval of micro-size objects. Use for ship model rigging, dioramas, dollhouse miniatures, model railroad car interiors and hundreds of other types of micro-miniature manipulation. A precision instrument crafted of highly polished stainless steel.

#15265 Ear Polypus ..... \$29.95

JOHN HOEDEL sends the this tool tip: the "Ear Polypus", available from Micro.Mark, P.O. Box 5112, Clinton, N.J. As noted, the reach is 5 1/2".

To those interested in collecting ships in bottles, you find an article in the June 1986 edition of Antiques Monthly, Vol. 21, #7. Apparently, our pastime, especially older examples of it, is attracting increasing attention from collectors in general. My thanks to PHILIP KEYES for this tip.



# HELP WANTED

GLENN BRAUN, 15 Magaw Pl., Apt. 1-C, New York, NY 10033, would like any information on the the ships in bottles at Sailor's Snug Harbor, Sealevel, North Carolina. He has heard someone is attending to this collection. He is also interested in sharing information on restoration with any other modeler who has been involved in this.

BOB DE JONGSTE, Van Hoornbeekstraat 13, 2582 RA 's-Gravenhage, NEDERLAND, is interested in any information on and, if possible,

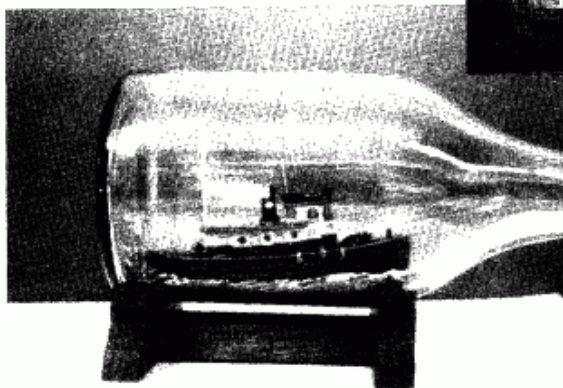
pictures of, the ships in bottles in the Seaman's Bank in New York



"What decline in craftsmanship?"

RAINER JACOBI, 705 Leipzig, Gregor-Fuchs-Str. 15, GERMAN DEMOCRATIC REPUBLIC, is interested in literature about the yacht AMERICA of 1851. If anyone can spare a copy of George Campbell's plans of this schooner, this may be the best information to send. He has offered to reply with any desired maritime information from Germany.

A FEW TUGBOATS, by Glenn Braun,  
New York, N.Y. To the right is  
the salvage tug FOUNDATION  
FRANKLIN, the subject of Farley  
Mowat's book, "Grey Seas Under".



Left: New York Harbor tug  
W.O. DECKER

Below: Tug and fireboat  
KINGSTON II



Decals and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave., Royal Oak, Mich. 48073. Please send check or money order. The 4" embroidered patches are \$3.00 each and the 3" decals with easy-peel backing are \$1.25 each, or 2 for \$2.00.